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WEATHER REPORT

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Bar. 30.00
Ther. 78

The Evening Advocate

"By Union the smelter
states thrive, but
the greatest are destruc-
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In every rank, or great
or small,
The industry supports us
all.

Vol. XI., No. 148.

ST. JOHN'S, SATURDAY, AUGUST 9, 1924.

PRICE TWO CENTS

American Fliers Encounter Serious Difficulties

BESCO SAYS WORK AT BELL ISLAND CAN ONLY BE CONTINUED ON SAME WAGE BASIS

Prohibition and Wet Advocates Get Hearing Before Committee

SOME DETAILS OF ANGLO-RUSSIAN AGREEMENT

LONDON, Aug. 8.—The treaty and commercial agreement between Great Britain and Soviet Russia, which were negotiated after the Anglo-Russian conference apparently had abandoned its work as futile, and which have caused a furore in British political circles, will be signed at six o'clock this evening. Prime Minister MacDonald and Arthur Ponsonby, Under Secretary for Foreign Affairs will sign for Great Britain and Northern Ireland, while Adolph Joffe, Christian Rakovsky, Tomski and Sheinmann will sign for the Russian Government. Great Britain will not sign the treaty on behalf of the Dominions, so that no controversy can arise, as it did over the Lausanne Treaty. There will be a provision in the commercial agreement that the Dominions may participate in it if they desire. The treaty does not contain the name of King George, because the Russians have no titular head of their Government. Thus the Russians will sign for their Government as a whole and Britons only for their Government with no mention of the sovereign. This raises the question of whether succeeding British Governments will be bound by a treaty omitting the mention of the King.

A PARIS CONFERENCE DISCUSSED

LONDON, Aug. 8.—The Allied delegates to the International Conference this afternoon discussed the feasibility of holding a conference in Paris in the near future to discuss the question of inter-Allied war debts. The proposed conference would be entirely separate from the other Paris pourparlers, which will concern themselves with the allocation of the reparations payments. Observers at the International Conference believe it will be definitely decided to hold the debt discussions in Paris at an early date. It was reported that the American representatives at the Conference had been present at the discussion of the proposed debt conference, but the Americans later denied that they had discussed the matter or had been present at such a discussion. The Americans declared that the question was entirely beyond their competence and they would not even remain in the conference room while such an issue was under discussion.

The Fiance: "When two people like the same things their married life is bound to be happy."

His Uncle: "Well, you and Mary ought to be happy, for I know she loves you—and you're very fond of yourself."

GERMANS AND ALLIES MAKE PROGRESS

LONDON, Aug. 8.—Such progress has been made in adjusting the differences between the Germans and Allies over the programme for putting the Dawes Reparation Plan into effect that there is still hope, according to a British spokesman, that the International Conference may complete its labors within a day or two. Several outstanding problems remain to be settled, however, and several of the delegates declare that they see small chances of leaving London before the middle of next week. The Germans do not conceal their determination of accepting no settlement not putting an end to the presence of French and Belgian troops in the Ruhr, which they still insist is without the authority of the Treaty of Versailles. They want the troops withdrawn by the time the Dawes Plan becomes effective on October 15th, or earlier, if the transitional period is brought forward. The French, however, tenaciously refuse to consider this question, which they declare outside the purview of the present conference. The Germans have accepted a moral engagement to float a loan of £40,000,000, thus fulfilling one of the most important of the Reparation Commission's requirements for operation of the Dawes Plan, and also have agreed to the entire Allied programme of declarations of defaults.

BOSTON II REACHES SQUANTUM

BOSTON, Aug. 8.—The Boston 2nd army aeroplane which left Langley Field, Virginia, yesterday for Detroit, reached the Naval Air Station at Squantum in Boston Harbour at 12:50 p.m. today.

"The average man of thirty looks older than the average man of forty." "But then, of course, the average woman of thirty is older than forty, isn't she?"

THE FLIGHT WILL BE CONTINUED

WASHINGTON, Aug. 8.—Army air service officials declared today that no despatches had been received from the army advance party accompanying world fliers or from the naval convoy, which indicated any necessity for abandoning the army's world flight. Latest official reports received here were decidedly optimistic and press despatches describing the conference called by Rear Admiral Magruder to discuss advisability of calling off the flight came as a complete surprise. Major Rader, special air service aide in charge of the flight, declared our ships will come on just the same even if the Navy decides to withdraw the warships guarding the line of flight.

HERRIOT RETURNS TO PARIS

PARIS, Aug. 8.—Premier Herriot is coming to Paris on Saturday afternoon, probably by airplane, according to a semi-official announcement from London, in order to confer with the cabinet at a special Sunday morning meeting regarding the final stand the French government should take at the London conference on the military evacuation of Ruhr, and the maintenance of the Franco-Belgian railroad men in the Rhineland railroad system. It is denied that this sudden and unexpected consultation with the cabinet indicates there is a crisis in the London Conference.

FAUCCLAIRE, Wis., Aug. 8.—Relief measures were under way today in three central Wisconsin counties struck last night by two tornadoes, which took toll of at least five dead and scores more injured, and caused property damage which may reach a million dollars. Many farmers were left destitute as result of the storms.

Note of Thanks

Mr. James Lorenzen, of Garnish, and family wish to thank their many friends who so kindly remembered them in their bereavement over the death of a beloved wife and mother, fog bound in that vicinity.

BESCO WILL WORK BELL ISLAND

MONTREAL, Aug. 8.—The British Empire Steel Corporation is prepared to continue working its iron mines in Newfoundland through the remainder of the year on its present wage basis of the 1800 workmen, it is announced here. A demand for higher wages, it was said, would result in a suspension of work, since the margin of profit on the 75,000 tons being shipped this year to Germany, the only large market open, was too slight to permit an increase.

LOEB'S MOTHER AND FATHER WILL TESTIFY

CHICAGO, Aug. 8.—Mrs. Albert H. Loeb, mother of Richard Loeb, will take the stand in an effort to gain mitigation of the penalty her son and Nathan Leopold Jr., must pay for kidnapping and killing Robert Franks, according to the defence plans. Nathan Leopold, Sr., millionaire box manufacturer, also will testify, it was said.

U.S. ARMY FLIERS IN DIFFICULTIES

RTYKJAYIK, Iceland, Aug. 8.—The conference called by Rear-Admiral Thomas P. Magruder on the flagship Richmond, to-day decided to make a final effort to find a feasible landing place for the United States army world fliers on the east coast of Greenland before reaching a final decision as to whether or not the remainder of the flight for the present season would have to be called off. The cruiser Raleigh of the patrol fleet has been ordered to leave tomorrow morning to investigate ice conditions on the Greenland coast and find a possible alternative for Augmagsalik, as a landing place, the supply steamer Gertrude Rask being icebound and fog bound in that vicinity.

BIRTH CONTROL AN INSIDIOUS INFLUENCE

TORONTO, Aug. 8.—That the power of birth control will have an insidious influence on the future of the race and cause a decided falling off in the number of marriages rather than an increase, was the conviction strongly emphasized by Sir William Beveridge of London, England, in addressing the section of economists at the annual meeting of the British Association for the Advancement of Science this morning. The subject was treated by Sir William in dealing with the fall of fertility among European races, and he declared his investigations had suggested powers over nature, had been used and are being used in many countries today to postpone or avoid marriage. Sir William is Vice-President of the Economic section of the Association.

ADVERTISE IN THE "ADVOCATE"

CANADIAN BIRTH RATE DOUBLED

OTTAWA, Aug. 8.—The number of births in Canada, exclusive of the Province of Quebec, last January was more than double the total number of deaths, according to a preliminary report on vital statistics of Canada issued today by the Dominion Bureau of Statistics.

A BRITAIN AND SOVIET RUSSIA TREATY

LONDON, Aug. 8.—The general and commercial treaties between Great Britain and Soviet Russia, which were negotiated by the Anglo-Soviet Conference were signed at six o'clock this evening by representatives of the two nations.

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OR
FROM GLOOM TO SUNLIGHT

Jess did not notice the first part of the speech—uttered with intense emotion.

"It is not the truth," she said. "I know that this woman is not his wife. I know it—I know it!" She caught her breath, scarcely inclined her head to him, and left the room.

Glave took up his hat and smiled into it.

"She loves the fellow still," he murmured. "I'm of no more value than—that a dog in her eyes. Yes, but a live dog, my dear, is better than a dead lion!"

He went out of the hotel, and walked slowly toward the club, thinking over the strange interview; and suddenly he stopped and stared fixedly before him as if something had struck him.

"What did she mean by that 'I know'?" he muttered.

The words, but more than the words—the tone in which they were spoken haunted him, and he found himself repeating them mechanically as he went on again.

CHAPTER XIX.

Enter "Lady Ravenhurst"

Several days elapsed before the earl was well enough to travel; but even before he was quite strong enough to do so, they returned to Ravenhurst. Now that he was convinced of the genuineness of the woman's claim, he was anxious to settle with her. The shock and his illness had broken him down, and he was weak and shaky as they helped him into the carriage at the station.

As they drove along, he was too absorbed and listless to notice that the people they passed gazed at the carriage curiously as they greeted its inmates; but Jess remarked the singularity of the people's manner, and with a pang of apprehension asked herself what it meant.

She had not to wait long in ignorance. They had not been in the castle more than an hour when the footman brought in Mrs. De Ponsonby Brown's card. Was Lady Marvelle well enough to see her for a few minutes?

"We had better see her, I suppose, dear?" she said to Jess; and they went into the drawing-room.

Mrs. Brown greeted them with a kind of suppressed excitement, and after affectionate inquiries respecting the earl's health, said, with a sort of nervous flutter:

"Of course, you will think it very strange of me to swoop down upon you so suddenly, dear Lady Marvelle; but I thought you really ought to hear from a friend what is going on here."

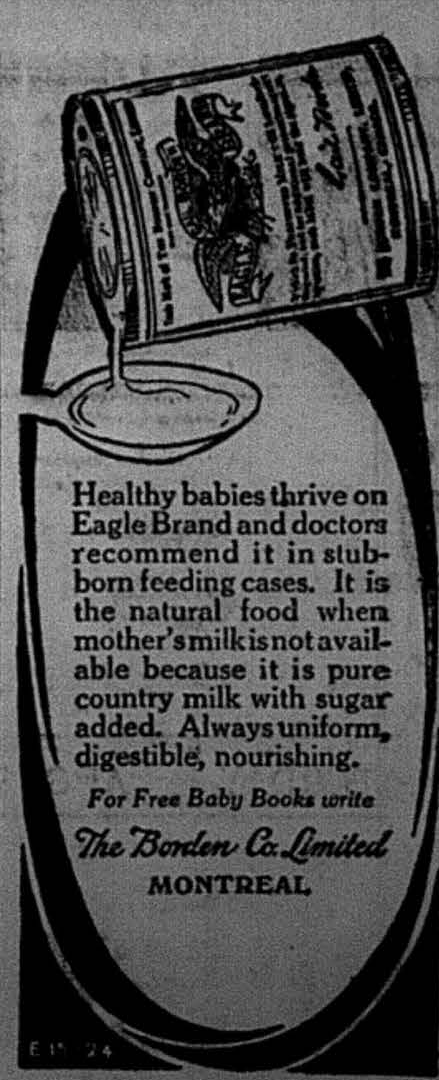
"What is it that is going on?" asked the old lady wearily.

"Is it possible that you have not heard?" exclaimed Mrs. Brown. "Don't you know about that woman at the inn? Oh, I am so glad—so relieved! They actually declared that she had been up here at the castle on the night of her arrival. Of course, if you don't know anything about it, there can't be any truth in it!"

Lady Marvelle changed color. "Tell me what you have heard," she said in a low voice.

"Why, there is a woman staying at the inn who declares that she is really, I don't like to tell you, it is so ridiculous!—that she is—Lady Ravenhurst!"

Lady Marvelle sighed, but Jess sat



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MONTREAL.

quite calm and impassive. She knew that it must come to this, and she was prepared.

"Does she say that?" said Lady Marvelle helplessly.

"Yes. Says it openly!" responded Mrs. Brown, with repressed excitement. "Oh, I can't tell you how she has been going on, and what a state of mind the place is in! She has engaged rooms at the hotel, and had fresh furniture down from London, and seems to have plenty of money. The landlord and servants all call her 'my lady,' though I will give the



GERALD S. DOYLE, St. John's.

village people credit for more sense; they all made a stand against it, and declare that she is either an impostor or a lunatic."

Lady Marvelle remained silent, glancing at Jess to help her; but Jess could not speak.

"Of course, the woman must be an impostor!" said Mrs. Brown. "How could she be 'Lady Ravenhurst'? Impossible!—unless she had been married to Lord Ravenhurst, and we know that the poor fellow was unmarried when he died. Mrs. Burgess suggested at one time that we should place the matter in the hands of the police."

Lady Marvelle shuddered.

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"I—I am glad you did not do that," she said, "for—to the lady"—she faltered and nearly broke down—"this lady has some claim—it is said that she is Lord Ravenhurst's widow; that he did marry her."

Mrs. De Ponsonby Brown almost sprang from her chair.

"What!" she gasped. "Lord Ravenhurst marry her! She his widow! Then—then—she is Lady Ravenhurst?"

"We—fear so," said the poor old lady. "We did not know of her claim until a few days ago."

Mrs. Brown turned a vivid scarlet with amazement and horror.

"Oh!" she gasped. "I am so sorry I—I came. Dear Lady Marvelle, what can I say! You must think me so intrusive and—interfering! But, indeed, not one of us suspected the truth for a single moment. How—oh, how could he do it!"

Lady Marvelle shook her head.

"We do not know. We shall never know. Bruce is—"

She could not go on; and Mrs. Brown rose to relieve them of her presence.

"What a comfort you must be to them in this trial, dear!" she said, as she kissed Jess. "You are both looking ill, and no wonder, with all this trouble! Is there anything any of us can do?" etc., etc.

Lady Marvelle and Jess went straight to the library to the earl. It was useless to attempt to conceal from him the fact that Deborah had openly claimed her "right."

He listened with bowed head.

"I will go to her to-morrow," he said.

But Lady Marvelle would not permit this.

"You are not strong enough to face her alone," she said. "She must come here."

"If she will do so," remarked sadly, "Remember she is—Bruce's wife. It is for her to dictate terms. I will write and ask her if she will come. And the carriage must be sent for her. She is Bruce's wife."

He wrote a short note, and the bearer brought back the answer. It was significant enough:

"Lady Ravenhurst will wait upon the Earl of Clansmere at eleven o'clock to-morrow."

They went to bed that night with the coming interview weighing like a nightmare upon them.

Deborah's head was turned by the success of Glave's infamous scheme, and Mrs. Brown had not in the least exaggerated Deborah's "goings-on." When the earl's note, asking her to go to the castle, arrived, she had just dined—not wisely, but too well—and she was thrilled with exultation, declaring to herself, as she filled her glass and lighted a fresh cigarette, that she would "make those Clansmere fogies and that pale-faced mix sit up!"

She knew that they must have failed to detect the imposture, and become convinced of the genuineness of her claim; and she vowed that she would give them no quarter. The note said eleven, so, in her audacity, she did not order the phaeton until twelve; and at a quarter past, the earl, from the library window, saw her drive up; not quietly and modestly—as Jess, for instance, drove—but with her elbows stuck straight out from her sides, and her whip crooked jauntily. She wore a costly sealskin jacket and the latest thing in toques, and, though her attire was black, it had as little of mourning in it as possible.

"What name, ma'am?" asked the footman, who, of course, had heard the gossip of the place, and was prepared for the answer. But when she said, with a toss of her head, "Lady Ravenhurst," the man pretended not to have caught it, and, with rather an overdone respect, repeated his question.

"'Lady Ravenhurst,' I said. You must be deaf, my man," she said, red-dening, and flashing her eyes at him angrily.

The man bowed and showed her into the library, and went as quickly as he could to fill the servants' hall with amazement and frenzied curiosity.

The earl rose from his chair—he had to support himself by the table, and Deborah noticed with malignant triumph the change in him.

"Be seated—madam," he said, his clear voice broken and uncertain. "It is very good of you to come."

"Oh, I'm young and strong," said Deborah, seating herself and staring at him with unabashed eyes, though she felt a repetition of the nervousness which had attacked her on her former visit. Meek and broken as he was, the old man was "an earl," and she feared him. "It's only right that I should wait upon you instead of your trembling to come to me. And you've been ill, haven't you? I am sorry to hear it."

(To be continued)

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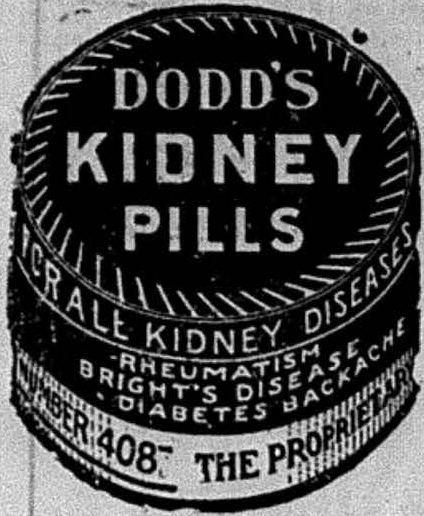
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CHURCH SERVICES

CHURCH OF ENGLAND
Cathedral—8, Holy Communion; 11, Evensong.

St. Thomas—3, Holy Communion; 11, Morning Prayer and Sermon; Preacher, Rev. W. E. Goffrey; subject, "Divine Intolerance"; 3, Young People's Service in Canon Wood Hall; Address by C. E. Hunt, Esq.; 4, Holy Baptism; 6.30, Evening Prayer and Sermon; Preacher, Rev. G. M. Ambrose, M.A.

Christ Church, Quidi Vidi—11, Morning prayer, Holy Communion and Sermon, Rev. J. B. Elliott.
St. Michael's and All Angels—8, Holy Communion; 10, Matins; 11, Holy Eucharist; 3, Children's Service; 6.30, Evensong.

METHODIST

Gower Street—11, Rev. G. M. Ambrose, Travelling Secretary for the Fish and Foreign Bible Society; 6.30, Rev. Hammond Johnson.

Cochrane Street—11 and 6.30, Rev. C. H. Johnson.
Wesley—11 and 6.30, Rev. J. C. Joyce.

Gospel Mission, Adelaide Street—2.15 and 7, Evangelistic Services.

CONGREGATIONAL

Queen's Road—11 and 6.30, Rev. B. M. Nichol.

PRESBYTERIAN

St. Andrew's—11 and 6.30, Rev. Allan G. Bowering.

SALVATION ARMY

S.A. Citadel, No. 2, Adelaide Street—7, Knee Drill; 11, Holiness; 3, Praise, by Lieut. Hewitt; 1, Great Salvation Meeting, Commandant H. Earl from Grand Falls will conduct the Service.

International Bible Students' Association, Victoria Hall—3, Bible Study; 7, Service and Discourse.

NOTES

St. Patrick's—The Rev. W. C. McGrath will preach on the Foreign missions at this Church tomorrow evening.

St. Thomas—The Preacher tomorrow evening at St. Thomas' Church will be Rev. G. M. Ambrose, M.A., sometime Rector of St. Mark's Church, Halifax now Secretary of the British and Foreign Bible Society.



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Yes erday's Session of Joint Committee

ON BILL "RESPECTING ALCOHOLIC LIQUORS."

OFFICIAL SYNOPSIS

The Joint Committee of the Legislature on the Bill "Respecting Alcoholic Liquors" met again yesterday afternoon, with the Prime Minister, Hon. Mr. Monroe in the Chair.

The Bill was considered section by section, and various alterations suggested, discussed, and in some cases, adopted.

An attempt was made to define a hotel as an establishment with five or more bedrooms, but it being pointed out that most of the tourist resorts have only limited accommodation, it was agreed not to attempt any definition, but to leave the matter to the Board to be appointed under the Act.

It was decided to grant licenses to clubs, where the serving of meals is a recognized feature of the establishment, such, for instance, as the City Club, the Golf Club, and the Murray's Pond Fishing Club, etc. The argument was made that as most of the distinguished visitors who come to the country are entertained at these places, and as under the Bill they would be able to have wines and beers in their hotels, it was thought unreasonable to prevent club members and their guests from enjoying this facility in the same way.

Restaurants. The matter of granting a similar privilege to restaurants was considered, but in view of the liability to abuse, it was decided not to do so.

A correction is necessary here in yesterday's report which indicated that liquors could be sold in hotels and on trains and steamers. Such is not the case. Only wines and beers can be sold in any of these places.

The Bill, as originally drafted, contained a provision, whereby grocery stores might sell beer, and there was a suggestion that they might sell wines, both of course in bottles, for delivery to customers. This was favored on the ground that it would be an advantage to householders to order stocks of these commodities as they would order anything else, but yesterday the Committee decided not to grant any concessions to grocery stores, but to require everybody to obtain beer as well as wines from the Government Sale Rooms.

As warships in ports of the Colony would technically violate the Act by distributing spirits, wines or beers to the members of the crews, a section was included exempting warships of any nation from the operation of the Act.

A long discussion took place on the tenure of office of the Board. As the Bill stands at present, the Chairman is to hold office during good behavior, and the other two members during pleasure. Several of the Committee were of opinion that the tenure of the three members should be alike, and that they should hold office during pleasure like every other civil servant, except the Judges of the Supreme Court, the clerk of the same tribunal, and the Auditor General. Ultimately the matter was allowed to stand over for further consideration.

A section was included making it an offence for parties purchasing liquors at the control establishment to open and consume the same in public places, such as on the streets or wharves, or in shops or stores; one reason being that a practice exists at present of parties bringing intoxicants into stores where "soft" drinks are sold, and consuming them there either directly or by mixing them with the "soft" drinks. Another provision made was that wine and beer at banquets should not be sold after 11.30 at night.

The matter of the Sacramental Wines should be supplied in future was also discussed. First such wines were provided by the Controller, but because of dissatisfaction, the Act was amended so that the Churches could appoint their own agents. Latterly, it appears, owing to the coming to this country of adherents of religious bodies not known here until recent years, a conditions has arisen where abuses may arise. It was agreed to that representative members of the Committee would get in touch with the heads of the different denominations and ascertain their views, and that a section to meet the same would then be inserted.

In regard to the provisions for "blacklisting" parties who become habitual drunkards, the existing law leaves it optional with the Magistrate to send a "black list" notice to the Controller, but an amendment was made which will make it compulsory on the Magistrate to do so in future.

In cases where a man sells for beverage purposes liquor intended for medicinal purposes, it is provided that the party who purchases it from him also commits an offence which is punishable in the same way.

The provisions against the making of moonshine, etc., were gone over very carefully, and a section was inserted providing that the possession of a still would be prima facie evidence of guilt, and that unless the possessor of the same could satisfactorily account for it, he would be



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guilty of an offence punishable by imprisonment without the option of a fine.

At this stage the Committee rose with thirty sections of the Bill having been considered.

As arranged previously the Committee decided to meet again at 8 o'clock last evening to hear the views of the critics of the Bill, some of whom it was assumed would attend to give expression to their objections to the measure.

EVENING SESSION

At eight o'clock the Committee resumed.

About twenty citizens were present, occupying seats outside the bar. The Chairman invited any person who might wish to address the Committee to do so, and Mr. Warwick Smith, who has written exhaustively on the Temperance question, responded.

Mr. Smith said he had gone over the Bill and had seen some clauses which needed amendment, and suggested several amendments which were accepted as sound, the phraseology of the sections being changed accordingly. In response to a question, he admitted he saw little to change in the material features of the Bill, but he favored going slow with it so that it might be carefully scrutinized by the public and be made as perfect a Bill as possible. He thought the sections providing for hotel licenses so as to encourage tourist traffic might be enacted into the law at the present session and the major portion of the Bill deferred until next session.

Mr. Edwin Murray, an old time Temperance worker, pleaded for a postponement of the Bill until next session. He thought that as the country had pronounced for Prohibition some years ago, it should be asked to express its opinion again now. He thought the real trouble was that the Prohibition Act had not been carried out, and before such a drastic change was made as this Bill embodied, the sentiment of the country ought to be registered. He thought the present time inopportune for this as many representative citizens were away, and thought little harm could come from delaying until next winter.

Captain A. Kean, another equally ardent Temperance worker, was the next speaker. He took a view diametrically opposite to that of Mr. Murray. He said to talk of Prohibition was absurd. The ideal state was one of Prohibition, but this had never been secured because a few years ago the then Finance Minister put in his Budget estimates \$485,000 as revenue from the sale of liquor in one year. The wholesale issuing of scripts vitiated the principle of Prohibition, and made the thing a mockery. He had carefully considered the Bill, and he thought it was a step in the right direction. It provided a legal way for dealing with liquor, and restricted its abuse. It would help to lessen smuggling and moonshining, and he thought it was entitled to a trial for the next six months, and if it was not an improvement or existing conditions it would then be amended.

Mr. M. E. Condon followed and briefly expressed himself as in favor of Government control of liquor, with a provision for the needs of the community but restrictions against abuses.

Mr. Warwick Smith then said that after hearing Captain Kean's address he would withdraw his suggestion for delay in the enactment of the measure.

Hon. Mr. Morine, replying to Mr. Murray, pointed out that another plebiscite would cost \$100,000 and it might result in the electorate declaring again for Prohibition, but four Attorney Generals in four or five years had publicly declared that the Prohibition Act as it now stood on the Statute Book was impossible to enforce, and there would then come a conflict between the public who might want Prohibition, and the Legislature which would be confronted with the condition that it could not be carried into effect. The proposed Bill really only made legal practices which were now pursued without warrant of law.

Liquor was being sold every day with

out scripts, and in addition there was a lot of moonshining and a still greater lot of smuggling, and smuggling was killing out moonshining because better liquor was provided. The Bill would put an end to both, because it would enable those who wanted spirits in reasonable quantities to obtain the same at fair prices and without any of the risks attending the unlawful acquisition of it as at present. The Bill gave every safe guard and it insured the best form of Local Option the country had ever seen because no branch store of the Liquor Control Board could be established in any district unless a majority of the people wanted it.

The clauses which made it possible for a hotel to sell wine and beer would enable a policy, to be initiated to develop our tourist resources, and this was considered highly desirable.

Hon. Mr. Higgins, (Minister), of Justice followed, and took occasion to publicly state once more his conviction, both as a practising barrister, and as head of the Department of Justice, that it was physically impossible to enforce the Prohibition Law. He pointed to the possibilities of smuggling from St. Pierre and Cape Breton, and to the limitless opportunities for the manufacture of moonshine. He thought the present law would meet the requirements of the country, and he considered the restrictions provided in the Bill would make impossible the abuses that some people pretended to see in this new policy. He was convinced that the most surprised people in this country after the Bill was put into effect would be those who thought that it was turning the city into a public house. He believed the whole effect of it would be to make for the maintenance of law and order. He congratulated Captain Kean on the excellence of his speech and the grasp of the subject he showed, and spoke in equally flattering terms of Hon. Mr. Morine's labor in the preparation of the Bill, and of how Mr. Morine as a man of Prohibitionist sentiment had labored to safeguard the principles of Prohibition as far as possible in the drafting of the measure.

After this, the Chairman repeated his invitation for others in the gathering to express their opinions and invited them to ask any questions they might care to, but nobody responded. Then he said the Committee would be sitting again this afternoon, and he gave a public invitation to all who were then present or to anybody outside to attend at that sitting and give the Committee the benefit of their views.

The meeting then adjourned until this afternoon.

Weather and Fishery Reports

Trinity to Trouty—Prospects never worse. All codtraps taken up and the worst fishery on record.

Restman's Hr. to Deep Harbor—No prospects; 26 quintals landed to date. No one now fishing.

River Head to Juggler's Cove—Prospects not bright. Not much doing with traps; taking a little with trawls. Renewals to Freshwater—Prospects poor; 2,000 quintals landed to date; seven traps out.

Ferryland to Calvert—Just a sign of fish on jiggers; a few traps holding good berths, secured a few quintals during week; 5,687 quintals landed to date.

North and South Islands, Twillingate—Prospects looking a little brighter, traps doing very little; 3,000 qtls. landed to date.

Low Point to Bryant's Cove—Prospects poor; trap fishery about over; bait plentiful.

Amherst Cove to Cape L'Argent—Prospects good; lots of fish on grounds; trap fishery about finished this week, but prospects for hook and line very encouraging, bait plentiful; 1,400 quintals taken during week.

Cape Race to St. John's—Prospects very poor; no fish taken during week; only 48 qtls. landed to date; 18 schooners arrived from grounds.

Trinity to English Harbour—Prospects poor; bait scarce; 1700 qtls. taken to date. Schooner Orange Blossom arrived from Western Shore with 50 qtls.

Twillingate to Nipper's Harbour—Little better sign with hook, and nothing to report. No fish taken to date.

Little Bay Island to Long Island—One schooner landed 200 qtls., 1880 landed to date; no bait; prospects poor.

Hall's Bay Head to Sunday Cove Tickle—There is no one here interested in the codfishery. The people here employed in cutting and shipping pulpwood and pit props.

Shoe Cove Point to Greenspond—Prospects very poor; only 230 qtls. landed to date.

Long Point to Bay Bulls—Prospects poor; 4200 qtls. landed to date. Bait scarce.

Long Beach to Broad Cove—Trapping practically over, 6800 qtls. landed to date.

Tizzard's Harbour to Bridgeport—All traps taken up. Some herring but not allowed to use seines.

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ST. JOHN'S, NEWFOUNDLAND, SATURDAY, AUGUST 9th, 1924.

The Repeal of the Prohibition Act Now Seems Certain

That the Government have determined upon the immediate repeal of the Prohibition Act now seems certain.

The senior organ supporting the Monroe Government declares itself in the following unequivocal terms this morning:—

"It is apparent that the sudden death of Prohibition is determined, and that once more Prohibitionists and the cause have been betrayed by those of their own household. That surprises none; but it is surprising that even the semblance of a decent burial should be denied, and that the convictions of thousands expressed clearly by their votes, should be treated with such contempt that repeal is being railroaded through a Dog-Days Legislature under suspended rules, and without reasonable opportunity for either due consideration or representative protest."

The attitude of the Monroe Government towards prohibition, as contained in this measure of repeal now being discussed before the Select Committee, places the Daily News in absolutely only one position, and that is the News, if it seeks to maintain its self-respect and wishes to be regarded by the public it professes to serve, sincere in its professions and protestations, must repudiate the party and the Government that have declared in favor of the Repeal of the Prohibition Act.

We will go further and say, that in party government, such as we have in this country, no such measure involving a vital question of policy is attempted until the question had been submitted to, and approved in caucus by the whole Government Party. To think otherwise would be to cast a sad reflection on the intelligence and integrity of the rank and file of the Party, which we do not for a moment desire to do until such time as the whole matter has been fully ventilated on the floors of the Assembly in open session. We reiterate that the Act is the Act of the Government. The responsibility is wholly and solely theirs; whether they are flouting the peoples' will, as expressed at the polls, or with a precociousness that senses correctly the true will of the electorate, they are steering a proper course, remains to be seen.

Nfld's Exhibit at Wembley

We call the attention of the public to the photographs of the Newfoundland Exhibit at Wembley now on view, nicely framed, labelled and arranged, in Messrs. T. A. MacNab & Company's window on Water Street.

An examination of those photographs will prove that the Exhibition Committee here and in England have succeeded in setting up an Exhibit with the comparatively small amount of money at their disposal, which is a credit to the Dominion, and which shows in a graphic manner the diversity of its industries and attractions. There is ample justification in feeling that although our Exhibit cannot compare with Canada's, on which millions of dollars have been expended, that it is an attractive display and probably the best that the Dominion has ever produced.

ST. JOSEPH'S
Garden Party - Regatta,
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Spectacular Races, Interesting Side-Shows,
Delicious Teas.

aug.9.21

Mr. Halfyard Slates Govt. on Treatment of Trinity District

Increased Taxation and Expenditure viz: Extra Steamers, and Salaries Departmental Head.

Railway Commissioner Interested In Coal Contracts.

MONDAY, August 4th.
MR. HALFYARD.—It is not my intention to delay the House for more than a few minutes, as I think Mr. Hickman, the leader of the opposition, has covered practically all the important points on Ways and Means, and it would be unnecessary for me to deal further with them. The Budgets for 1922-23 and 1923-24 showed a deficit according to the statement of the Hon. Minister of Finance and Customs. As to the cause of such deficits we must remember that in those years we were passing through trying stages and all Governments throughout the civilized world had to report deficits, so that we were not singular in this respect. This has generally been put down to the aftermath of the war. Therefore I would like to deal with the present and the future. The reference of the Minister of Finance to what he termed extravagance in connection with the repairs of public buildings is not justified. Similar statements have been made by every incoming Government, but I would like to state that the vote for the repairs of public buildings has never been sufficient, and an overdraft has always been voted in Supplemental Supply. It would only be a penny wise and pound foolish policy not to have these buildings repaired.

It was also stated that there would be a saving on the transportation system to which Mr. Hickman has already referred. The Government during the short time that they have been in power have failed to bring into being the promised reforms. The Minister of Posts a week or two since stated there would be a large saving in steam subsidies. The "Sebastopol" was to be cut out. It was generally thought when this was done there would be a great saving. The "George L." can possibly give the Bay of Islands a satisfactory service; but the Bonne Bay service is anything but satisfactory. I know from experience that last September no mail was received there for 10 days, and that passengers delayed there had to go over the Deer Lake Road to connect with the railway for St. John's, otherwise they would have to wait for a week for the S. S. Home. This service is not a luxury, but a necessity, and the boat which has been taken off to be put on another service will cost as much as if continued on the Bay of Islands-Bonne Bay route.

In any case we are faced with the Sebastopol being put on the St. Mary's-Fortune Bay service at a cost of \$5,000 per month, while the "Wren" which cost less is taken off her route and sent on Northern Labrador, which, in my opinion is an unnecessary expense. I thought from earlier pronouncements that that service was to be done without. But now I find it is to be repeated at an increased cost. To cap the climax, it is said the "Sebastopol" is to be taken off Trinity Bay. I say without fear of truthful contradiction that this will cost the country thousands of dollars extra. There will be the cost of repairing the ship at Port Blandford, about \$10,000, and her earnings on Trinity Bay with Port Union as headquarters will be lost entirely. That means some thousands of dollars more. It is a most outrageous transaction. If the change was made with the idea of saving some thousands of dollars with the plea of poverty, there might be some excuse, but the contrary is the result.

The Prime Minister has had to admit in reply to my questions, that the business men and others of Trinity District are asking him what he intends to do in giving them a steamer or some means for the transportation of freight, passengers and mail? Trinity District being in opposition must be treated in this unheard of outrageous fashion, to satisfy the political animosity of certain individuals. You have no conception of the value of the services of a steamer to dozens of places in Trinity District. To dispel some of your apparent

studied ignorance I will name a few places that are depending absolutely on the Malakoff for freight and passenger service. On the South Side of the District, New Perlican, Winterton, Hant's Harbor, New Chelsea, New Melbourne, Brownsdale, Sibley's Cove, Whales Brook, Torquay and Lead Cove. Across from Heart's Content, St. Jones Without, Gooseberry Cove. Then you enter S. W. Arm, Southport, Little Heart's Ease, Caplin Cove, Hodge's Cove, Long Beach, Island Cove, (even Queen's Cove and Hillview are three miles from Northern Bight Station on the railway). Hatchet Cove, St. Jones Within and Loreburn. In Random Sound you have Hickman's Harbor, Lady Cove, Foster's Point and Elliott's Cove. Across the Sound from Elliott's Cove you have Ingleswood, Adeyton and Deep Right, Deer Harbor, Ireland's Eye, Thoroughfare and Ivanhoe absolutely isolated. Also Old and New Bonaventure, British Harbor, Pope's Harbor and Little Harbor. Further up the Sound you have Britannia, Pettit and other smaller places on Random Island. Across from Random Island you have Burgoyne's Cove, Clifton, Monroe and White Rock. These are some of the places that depend upon a steamer for freight and passenger service, and in some cases for their mails.

What are you going to do about it? Is it a square deal to deprive these people of their just rights to satisfy a few political malcontents or partisan political sycophants?

I trust that his colleagues will support him in that respect. I fear that he has had no support during the last three weeks, because no economy has been enforced in any of the public services that I know anything about. He hopes to cut expenditure down to an irreducible minimum. I hope he shall. His intentions may be good. He has started in to try to do his best under the circumstances. He has a hard road to travel. He will want united support not only from the members of the executive, but all the members of the Government. I know from experience what it is to try to reduce expenditure and live within our income. No one man in a Government can do it. There is not a Finance Minister that can do it. If he does, life would not be worth living. I don't envy any Finance Minister the job who starts out to clean up and balance his books at the end of the fiscal year. You want a strong man to do that and he must be supported by the members of the Government, rank and file. He hopes to eliminate every item of expenditure that can be done without. All public luxuries must go. Well, we were criticised and we were misrepresented, and it is not too much to say, libelled and abused, because we did not reduce expenditure according to their expressed views when we had charge of the Government. We were told then by men who professed friendship and our political opponents that the country could not exist. The business of the country could not be carried on unless the expenditure was reduced about two millions, and unless taxation was reduced by 20 p.c. We did reduce expenditure by about two million dollars during the last two years. We were told the Civil Servants were paid too much. They were far too numerous and getting paid too much. The backbone of the country, the fishermen, produced 80 p.c. of the revenue, and they had decided not to catch fish unless the Government showed determination to cut down expenditure. We were told by some members of the present Government to begin with ourselves and reduce our own salaries. Well now the Government, with some of these very same men, is brave enough and bold enough to say that the civil servants should not suffer any reduction in their voted salaries and have repealed the Civil Servants Reduction Act, and now they are to get their full salaries. And the heads of the Departments whose salaries were reduced because of the reports that they were making fortunes, where they got \$3200 they are now getting \$4000. An \$800 increase, to the heads of the Departments. And these are the people that were going to reduce expenditure. They were going to begin with themselves and show an example to others who were getting smaller salaries.

It was easy for you, for political purposes, to criticise when you were chlookers, and say what you would do if you had power. When you get power you find out that you can do little worse than the fellows that went before you. You said that salaries would be reduced, but you have increased them. You were going to reduce taxation. What have you done? Right the opposite. You have placed duties on molasses, kerosene, pork and beef. Items that are used principally by the fishermen and laboring classes of the country. What a record for any Government for the short space of two months. The fishermen and working classes of this country can truthfully say "we asked you for bread and you gave us a stone." You can be defeated now on your policy and actions of just a few weeks.

Mr. Hickman, leader of the opposition, referred to the cost of the telegraph system, and thought that some arrangement should be made with the American Telegraph Company whereby the services would not be duplicated. Mr. Hickman did not refer to the services between St. John's and Port aux Basques. What he had in mind was the service between here and the Southern Shore, and around to Harbor Grace. Of course that is the only service from Port aux Basques around to Burgeo. The service is competitive between St. John's and Harbour Grace. I think that is what he had in mind. Of course the A. T. Co. are compelled to keep the service going according to agreement entered into some years ago. If they discontinued the service they would be liable for breach of contract. They would be glad to get clear of the local business because they have several offices that do not pay. The cost to maintain the service is greater than their earnings. They are under contract and must keep it going. I believe they are willing to pay the Government a certain amount of money to get clear of what they consider a liability.

Now of course I should be expected to say something about the railway. We are very pleased to find that in the operation of the railway for the last year, for 10 months according to the budget speech, we have come out with a small loss of \$46,848.23. Last year \$400,000 was voted for the operation of the railroad and we were told it would cost a million. Those who made these statements had reason good. To think the railway would never be run for a year at such a small cost has a hard road to travel. He will be given increased freight and passenger earnings the income from the railway is beyond our most sanguine expectations. I trust that you will be able to report the same conditions next year.

With regard to the personal of the Commission of last year, I may say that the Commission was appointed and met with the approval of the whole House. The idea originated cut down expenditure, and try to balance his books at the end of the fiscal year. The point was one of the biggest spending departments of the Government, and that there should be some one in this House to report and answer questions concerning the railway while the House was in session. I happened to be Colonial Secretary at the time. And the railway was always under the Colonial Secretary's Department. The first commissioners were the Colonial Secretary, Mr. Berteau and Mr. Hall. Mr. Berteau had the management of the railway. Mr. Hall, the Government engineer, was supposed to have a better knowledge of the railway than any one else. But Halfyard, Hall and Berteau were not accepted by the opposition last year. And the reasons given were these. I quote now from the ansard of last year; Mr. Higgins, the then leader of the opposition, said: "I had hoped that the Government would have lifted this railway matter out of the realm of politics. It is practically a repetition of the old story, etc. The railway is going to be made a political machine. I care not how honest the intentions of the Prime Minister are. It is a pity that an outside commission, so constructed as to be non-partisan are not taking hold of the matter."

That was Mr. Higgins' opinion just 12 months ago when he was in the Opposition. It would be interesting to know what his opinion is now as Minister of Justice. Mr. Higgins in Opposition thought that a commission outside party politics should be appointed so that there would not be any shadow of suspicion as to any partisanship. Mr. Sullivan, the member for Placentia and St. Mary's, was more pronounced and was very much excited over the personal of the commission. In fact we had to adjourn the House to give Mr. Sullivan an opportunity to air his grievances before his colleagues. By referring to the Hansard we find Mr. Sullivan saying: "Why do you not appoint a Commission from members on both sides of the House. We as Opposition members want to get a fair show. We do not anticipate getting a square deal. I for one strongly object to the railway being made a party machine."

Well these are the opinions of the Opposition of that day. I am not questioning their sincerity one way or the other. Mr. Sullivan further said: "I am not going to stand for the make-up of this partisan railway commission. I am not prepared to let anything else go through the House." Mr. Chairman, I am not finding fault with the new commission. They of course won't do anything of a partisan political nature, it would be unkind to suggest such a thing. Their actions since becoming members of the Government will not give colour to such suspicions. The Commission of last year, Hon. Geo. Shea, Hon. Tasker Cook and myself met with the approval of the whole House. We knew very little about running a railway, no person expected us to know how to manage a railway. We didn't even know when the express went out and when she came in. Apparently from the remarks made by Mr. Cashin, the member for Ferryland, that is one of the qualifications for a railway commissioner. We thought there was someone there to tell the people that it was not our business. There was one thing we tried to do and that was to keep it outside the realm of politics. This we succeeded in doing. There was no discrimination. I defy contradiction from anyone in this House. Be fair now Mr. Finance Minister. Do not draw a red herring across the trail. I am talking facts that cannot be contradicted. It is unfair to Mr. Russell, the Manager of the Railway, to say that he would be a party to anything unjust.

Mr. Chairman, I have the floor if you please. If the Finance Minister has anything to say, he will be given an opportunity to reply. This matter should not cause any heated argument, I am not saying anything for anyone to get excited over, for we tried to keep the management of the railway outside of party politics. I think we succeeded. The Government

got no more concessions than the Opposition. Reference has been made to the expenditure of money on improvement to the track last year. The money was spent principally for relief purposes. The district of Placentia and St. Mary's got as many men at work in connection with the railway as any other part of the island. I daresay Trinity district got the most. But one reason why Trinity had more men employed on the railway, was because she had six or seven times as many people out of employment. They were satisfied to work for two dollars a day. Whereas the men from some other districts were not satisfied to work for two dollars. The men from Trinity district held on to the work. There was nothing else for them to do. Placentia and St. Mary's district received special treatment with regard to work on the railroad. And I think two or three weeks after the work commenced, not a man in Placentia and St. Mary's who applied to Mr. Sullivan for work but got work. The Executive Government also made a special vote of \$10,000 for railroad work for Placentia and St. Mary's alone.

The Daily News which I understand is the mouthpiece of the Government, made a wonderful splurge over the appointment of the new commission. These patriots and saviours of their country were going to save all kinds of money. They were going to work for nothing. I am getting suspicious of people when they say that they are going to work for nothing. I have heard of a Prime Minister who took no salary, but he took a cheque for expenses. When the bill for expenses comes in, the salary in comparison may look very small. I know the most of the Railway Commissioners fairly well.

They have knowledge no doubt of a certain line of business, selling goods, buying fish or coal, etc. But what knowledge they have of running the railway any more than Hon. Tasker Cook or Hon. Geo. Shea I don't know. And they are going to work without a salary. The fact of the matter is that the members of this Commission being members of the House of Assembly. Two of them at least could only accept a salary for six months, even that is questionable. And these men don't want to accept a salary for six months when they expect to be there for years with the pull, and prestige of such a position. That is the reason why they are not accepting any salaries. They will come under the Disabilities Act. The Railway Commissioners have a very responsible work to do whether they know anything about the running of a railway or not. As stated here last year, it is the biggest spending department of the Government. One heavy item is the purchasing of sixty or seventy thousand tons of coal, and the purchasing of that coal, the price paid for that coal and the quality may mean a saving to this country or a great loss. And I trust that the Railway Commissioners will give the matter every consideration before they enter into contracts for the supply of coal for the railway next year. Two of the Railway Commissioners have agencies from American coal companies. That is freely stated. Therefore I conclude and the general public concludes that these men are not on the Railway Commission for the good of their health. I am not finding fault with them for having a coal agency. Not at all. But Mr. Chairman we have men interested in supplying coal to the railway who are commissioners on the railway. That is a fact that cannot be disputed. I am not finding fault, but the propriety of having such men on the Railway Commission may be seriously questioned. Last year Mr. Higgins, the representative of St. John's East, said with all due respect to the Colonial Secretary the work of his department was quite enough for him without adding the job of Railway Commissioner on to it. It was very kind of him to say that. I however might say the same with regard to the Prime Minister. Mr. Monroe besides being the Prime Minister of the Colony is also the Minister of Education. He is also now a commissioner of the railway. And what time the Prime Minister can give to railway matters I really do not know. This year the Commission appointed for the railway is made up of members of the Government. All from one side of the House. I trust it is not a case of party politics, and that the patronage and appointments of officials will be left at the discretion of the manager and his assistants, as last year.

HON. THE MINISTER OF JUSTICE.—They were all from one side last year.
MR. HALFYARD.—The House adjourned and the matter was taken up with you by the Prime Minister, Mr. Warren, and I think you came back with Hon. Tasker Cook as your nominee.

(Continued on Page 6)

For Everybody's Hurts—



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NOT WANTED IN CANADA

VANCOUVER, July 30.—A vigorous protest against the reported establishment in Vancouver of a branch of the Ku Klux Klan appears editorially in the Vancouver Sun this morning. "Membership in the Ku Klux Klan must be made a criminal offense in Canada," the paper says, "because, if permitted to grow and spread, that organization will have the same cancerous effect in the Dominion as it has had in the United States."

"The Klan, a branch of which has been formed in Vancouver," the Sun continues, "is a purely anti-Catholic and anti-Jewish organization. It has committed moral bestial atrocities provoked more bitter religious prejudice, aroused more inter-racial intolerance, and given a greater setback to national progress than any other device of the devil that has come into the world in the last thousand years. It is a retrogressive force inimical to

civilization and debauching to the best interests of mankind.

"This Dominion was born with a heritage of religious and racial dislike. Generations of Canadian statesmanship have been devoted to eradicating that stupid dislike, until, today, Catholic French-Canadian and Protestant Anglo-Canadian live together in mutual trust, tolerance and affection. The whole trend of Canadian thought and action, just now is toward eliminating the little dark patches of factionalism and sectionalism that yet remain."

"If the Ku Klux Klan is allowed to gain a foothold in Canada, 150 years of unifying effort will be a total loss, and the realization of united national ideals will be farther off than ever before."

"No religious war, no racial war," the article concludes, "will be tolerated in Canada. And it is up to Ottawa to say so plainly and definitely without delay."

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EVENING ADVOCATE

MY GARDEN

(By Helen MacFadyen.)

Morning and evening from morn till night

Is the lot of the farmers busy wife;
But I have my garden of dear delight,
To bless me in my arduous life.

Refrain:
Sweet Peas, Sweet Peas, I know
you're out there,

Filling with perfume the fresh, sunny
air,
Purple and white, pink, red, and
blue,

Wonderful blossoms of varied hue.

Down in the cellar, working the
churn,

Waiting so wearily for the butter
to come,

Then comes the goodman to take a
"bit turn."

Doesn't he make that old churn
hum!

Refrain:
Pansies, Pansies, so gentle and true,

Teach me your "sweet thoughts," for
often I rue
Words spoken unkindly in the heat
of the day,

Oh, bright little faces, to be like
you, I pray.

Over the wash-tub, I'm bending down
low,

Solled garments, in heaps, wait
their turn on the floor;
Hard scrubbing is needed to make
the dirt go.

Then rinse and hang them outside
near the door.

Refrain:
Poppies, Poppies, so flaunting and
gay,

Crimpled and scarlet, what have you
to say?

"Come out, weary woman, and see
the happy sight,
Silken heads tossing gaily in the
fiery noon light."

Now at her baking, the farm-wife is
busy,

The woodfire is blazing, the oven
is hot.

Eighty in the shade, is makes one
feel dizzy.

Why did I choose such work for
my lot!!!

Refrain:
Sunflowers, Sunflowers, so upright
and tall,

Golden heads lifting against the high
wall,

Cheerful and happy, you stand in
a row,

While the evening breezes, cool and
pleasant, round you blow.

Sweeping floors and washing dishes,
Milking cows and scalding pans,

Making meals and "making dishes,"
Patching old clothes, both Jimmy's
and Dan's.

Refrain:
Roses, Roses, pink, white, and creamy,
Does Life seem to you a Paradise
dream?

Fragrance so exquisite, petals so
pure,

Oh, by your silent beauty, teach me
to endure.

Feeding pigs and calves and chick-
ens,

Hoing weeds and hoeing thistles,
This farm life is the very dickens,

And I'm not one of your patient
"Grissels."

Refrain:
Mignonette, Mignonette, so green and
so golden,

Odors delicious float up and em-
bedden

This weary farm woman to make
a fresh start,

To trust in her Father and not to
lose heart.

Epilogue

Then, gentle, silent, lovely flowers,
Watching slip past the Summer hours,
Our God we thank for Thy fragrant
beauty,

And return, refreshed, to follow Duty.

The Advocate is the outportman's
paper. Send your name today for
our subscription list. Only \$2.00 per
year.

Truth and Wit in Advertising

Stanley Baldwin and Sir Robt. Horne
Address Delegates

The International Advertising Con-
vention at Wembley has assumed the
character of a wonderful medium for
the exchange of ideas between the two
branches of the Anglo-Saxon race and
for a mutual revelation both of com-
mon interests and divergent charac-
teristics.

Though nearly every other nation
in the world is represented, the con-
vention is mainly American and British
in composition, and more than
half of the 5,000 delegates have come
from the United States.

America's principal contribution has
consisted of the most striking dis-
closure of the extent to which it leads
the world in advertising, of how that
combination of art and science, as the
Prince of Wales described it, touches
beneficently the life of the community
in ways in which it has never yet been
applied in England.

England, in its turn, is teaching
America valuable lessons drawn from
its longer experience, and has reminded
in that London, though it has not, per-
will John Bull be caricatured in the
the home of modern advertising.

But the gift that has been showered
most liberally upon our delightful
visitors by British speakers at the
great public assemblies, as distinct
from the sessions of department ex-
perts, is that of humor.

It is safe to say that never again
will John Bull be caricatured in the
United States as a stout old gentleman
obviously incapable of allowing his
own legs to be pulled or of pulling
anybody else's.

A most distinguished British orator

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears
the signature of
Dr. J. C. H. H. H.
GERALD S. DOYLE,
Sales Agent for Nfld.

was Mr. Stanley Baldwin, M.P., known
previously to his American hearers
only as a politician who voyaged to
their side to drive what they regard as
a hard bargain.

Baldwin followed up with this:
that preconception aside. He intro-
duced himself as a "simple, ordinary man
of business," who, "when Sir Robert
Horne (sitting on the platform) was
making a fortune at the Bar," was
beginning at the bottom by "keeping
a cash book at £2 a week."

Then the ex-Premier went on like
this:

"I know the troubles of trying to
sell goods. I have done it. I know the
trouble of having one of your best
markets destroyed by a hostile tariff. I
once read in an economic text book
that nothing shocks the intellect like
losing a market. I have lost two mar-
kets in my life, and that so shocked
my intellect that I became Prime Min-
ister. I am a standing proof of the
truth of the gospel of Manchester."

Hardly had his audience recovered
from their mirth at this little self-
revelation than Mr. Baldwin had them
laughing with laughter again with an
account of an advertisement that used
to appear every week in an American
technical journal. It was a descrip-
tion of a hand crane.

"Those advertisements," said Mr.
Baldwin, "so fascinated me that I used
to count the hours from Saturday to
Saturday, when I might see what new
charms had attached themselves to
that crane during the week. It did all
the work in the shop without any as-
sistance. It went home at night and
put the baby into the cot, and it
brought father home from the saloon."

No time to Recover
Again the laughter-smitten Amer-
icans were deprived of any opportunity
to recover their decorum, because Mr.
Baldwin followed up with this:

"I once knew a man who invented
a pudding dish, the alleged peculiar
properties of which were that no pud-
ding could boil over in it. As a result
of advertisement it sold in thousands."

"But when it came to be used it
was found that the puddings boiled
over more quickly than this dish than in
any other that had ever been devised.
In no wise disconcerted, the maker
called all the pudding dishes back and
started advertising them as beetle-
traps. They caught beetles with the
same facility as they had let out pud-
dings!"

The Americans were equally delig-
ed and surprised with Sir Robert
Horne, whose humor was of a more
subtle, pawk variety.

Sir Robert made great play with the
convention's slogan, "Truth in Adver-
tising." He bestowed his benediction
on the motto, but slyly added: "How-
ever, to a reflective mind, the question
immediately occurs: 'Is this a great
change that has taken place? Have
you decided, like the Scotsman, that
honesty is the better policy after hav-
ing tried both?'"

NOTICE

Tenders will be received by
the undersigned up to the
Fifteenth day of August
1924, for the purchase of the
whole or part of certain pulp-
wood belonging to the Gov-
ernment of Newfoundland as
it now lies at various places
in the Districts of St.
George, St. Barbe, Twillin-
gate, Bonavista and Trinity.

A general idea of where
this wood should be found
can be obtained by application
to this office, but the under-
signed is not prepared to guar-
antee to deliver any particu-
lar quantity or quality of
wood.

Tenders should state the
price per cord offered and the
location of the wood re-
quired.

Terms of payment: Cash
on delivery of Scaler's report
to purchaser.

The highest or any tender
will not necessarily be ac-
cepted.

W. J. WALSH,
Min. of Agriculture & Mines,
Dept. of Agriculture & Mines
St. John's, Nfld.
July 14, 1924.

GOD'S HANDWRITING

He writes in characters too grand
For our short sight to understand:
We catch but broken strokes and try
To fathom all the mystery
Of withered hopes, of death, of life,
The fearful war, the useless strife,
But there with larger, clearer sight,
We shall see this—His way was right.

ACKNOWLEDGMENT

Mr. W. W. Halfyard begs to acknow-
ledge the sum of \$5.00 from the
Rev. W. Swann, toward the New Mel-
bourne Relief Fund.

ADVERTISE IN THE ADVOCATE

BOSTON, MASS.—HALIFAX, N.S.—ST. JOHN'S, Nfld.—
NORTH SYDNEY, N.S.

Steel Steamship "Sable I." will

Leave East Boston	2 p.m.	Aug. 12th	Aug. 26th
Due Halifax	7 a.m.	Aug. 14th	Aug. 28th
Leave Halifax	2 p.m.	Aug. 15th	Aug. 29th
Due St. John's	midnight	Aug. 17th	Aug. 31st
Leave St. John's	2 p.m.	Aug. 19th	Sept. 2nd
Due North Sydney	6 a.m.	Aug. 21st	Sept. 4th
Leave North Sydney	2 p.m.	Aug. 21st	Sept. 4th
Due Halifax	2 p.m.	Aug. 22nd	Sept. 5th
Leave Halifax	2 p.m.	Aug. 23rd	Sept. 6th
Due East Boston	6 a.m.	Aug. 25th	Sept. 9th

Fares on application; reservations now accepted.
Apply: HARVEY & COMPANY LTD., St. John's, Nfld.,
1193, th, fri, sat, 11

Pope's Mattresses

Are known throughout the Dominion for their
HIGH QUALITY and LOW PRICES.



Est. 1860.
PILLOWS
BOLSTERS
and
SPRINGS.

'Phone 659.
HIGH CLASS
MATERIAL
and
WORKMANSHIP.

Factory, Office and Show Room,
Waldegrave & George Streets.

Pope's Furniture and Mattress Factory
Waldegrave Street

mar20, eod

FOR SALE

SEMI-APPROVED CROWN BAR IRON

BLACK IRON PIPE

GALVANIZED IRON PIPE

ALL KINDS OF PIPE FITTINGS

BRASS VALVES

STELSON WRENCHES

MONKEY WRENCHES

COMBINATION WRENCHES



REDCROSS LINE.

NEW YORK—HALIFAX—ST. JOHN'S



SCHEDULE OF SAILINGS FOR AUGUST

FROM NEW YORK AT 11 A.M.		FROM ST. JOHN'S, 12 O'CLOCK, noon	
July 26th		ROSALIND	August 2nd
August 2nd		SILVIA	August 9th
August 9th		ROSALIND	August 16th
August 16th		SILVIA	August 23rd
August 23rd		ROSALIND	August 30th

THROUGH RATES QUOTED TO ALL PORTS.

Round trip tickets issued at special rates with six months' stop-
over privileges.

HARVEY & CO., LTD., St. John's, Nfld., Agents
BOWRING & COMPANY, G. S. CAMPBELL & CO.,
17 Battery Place, Halifax, N.S.,
New York, Agents.
General Agents.

SAWYER'S OILED CLOTHING FISHERMEN'S EXTRA STRONG

The only Oiled Clothing
manufactured by a Patent
Process:—

Buy a suit of

SAWYER'S

and convince yourself that it
will outwear any two ordinary
suits of Oiled Clothing.

We guarantee every suit to
be perfect.

J. B. ORR CO., LTD.,
Importers

Bishop White on Episcopal Visitation

(Special to the Advocate)
CURLING, Aug. 8.—After a week in the parish of Bay of Islands the Lord Bishop of Newfoundland left this morning for Bonne Bay by the steamer Philomena. While here his Lordship administered Confirmation at Curling, John's Beach and Lark Hr. to approximately two hundred candidates. He also held special service at Corner Brook and was heartily greeted everywhere. He will visit Grand Falls and Port Blandford next week.

Correspondent.

Last Evening's Game

B. I. S. Defeat Feildians 2 to 0
The high wind which prevailed last night did not make class football possible, and though the game was far from being a poor exhibition, it would have been much better had there been less wind.

The Feildians winning the toss, decided to defend the western goal, and with a strong breeze at their backs started to make matters warm for the Irishmen. For nearly the whole of period number one the B. I. S. were continually on the defensive, but through the heroic efforts of the backs and goal keeper were prevented from scoring. Half time passed without a score, though there had been several near attempts.

Changing over to the B. I. S. took the offensive and kept the ball in Feildian territory, and were rewarded after a time by a "fluke" goal, the ball striking a Feildian player and going into the goal. Both teams were now playing hard, but the Feildians with the wind against them could do very little. Before time was up the B. I. S. netted the ball, through Phelan, and the final whistle sounded with the B. I. S. 2, Feildians 0.

HOTEL ARRIVALS

AT THE CROSBIE

Kathleen R. Casey, Harbour Grace, W. B. Sutherland, St. John, N.B.

AT THE BALSAM

Rev. G. M. Ambrose, Halifax; J. Maddock, Carbonear.

AT THE WHITE HOUSE

J. M. Serrick, Brigus; Dr. A. Benson, Essex, Ont.; A. Wareham, Hr. Buffett; H. Morgan, Bay Roberts.

The Fire At Caplin Cove

What was a few days ago one of the prettiest and most prosperous little villages in Conception Bay is now a mass of ruins. It was on Sunday night July 27th, a thin cloud of smoke was seen turning up towards the sky. But it seemed so far distant, there was no thought of danger. Little did they think that before the next rising sun, the residents of Caplin Cove would have left their beautiful homes in search of safety, while they watched their lives earnings going to ashes. These people had barely time to escape with their lives. They saved nothing but the garments with which they were clothed, and in a very short time the inhabitants of Caplin Cove were left with out a home or shelter to protect them. These unfortunate people were always ready to entertain the stranger but they are now left completely destitute.

Caplin Cove was a pretty Conception Cove village surrounded by groves and adorned with flowers but to-day it is practically ruined. People from far and near came to extinguish the flames which they succeeded in doing for the time being, and thinking that all danger was over returned to their homes, but on Thursday the wind sprang up to a gale and the fire started out afresh fanned by the increasing breeze. The Methodist and English Churches were now in danger and the people came again from all directions armed with buckets and other utensils, determined to save the two Churches. The fire after a hard struggle was again put under control but the people of Caplin Cove will not forget their experience as long as they live. They have lost their all and no matter what help they may receive, they will never recover the comforts they have lost. The people whose property was destroyed were among the most prosperous in the district of Bay-de-Verde. They were honest and industrious citizens who now are rendered homeless by the fire fiend and the writer extends them his sincere sympathy.

Yours Truly
MOSES BURSEY.

S.S. Digby sailed for Liverpool last night at 6 o'clock.

S.S. Sable I. is leaving Boston on Tuesday, Aug. 12th.

Schooner James W. Parker has sailed from Morton's Hr. for Halifax with 1341 bris. split herring shipped by E.R. Chafe.

THE GUARANTEE! THE UTMOST SATISFACTION OR THE PROMPT RETURN OF YOUR MONEY IS THE GUARANTEE BEHIND EVERY BARREL OF

WINDSOR PATENT

"Canada's Best Flour"

POLICE COURT

A truant from Mount Cashel was sent back to the Institution.

A laborer from James Street and a farmer from Quidi Vidi, drunk, were discharged.

John McManus, 39, laborer, Carter's Hill; Samuel Dawe, aged 25, Casey Street, and William Muttford, aged 15, Wickford Street, were held on remand by Mr. McCarthy this morning, charged with the larceny of 5 tins of condensed milk, the property of James Whelan, a Colonial Street grocer, early on Regatta morning. It will be remembered that a citizen living near by on Gower Street heard the noise, and gave chase, and it was through his plucky efforts that these three characters, two of whom have already served long terms in the penitentiary, have been again rounded up. Dawe was doing a three year term and recently had his sentence commuted so that he would be able to begin anew and help his mother, but he was only a couple of weeks out when he began his old trade. McManus has also a record for larceny and other offences and has done considerable time. Muttford is probably an apt pupil of his seniors. Supt. O'Neill this morning asked for a remand of 8 days, which was granted.

A teamster for attempting to assault Mrs. Wm. Parrell, because she refused to let him enter her house to drink a bottle of rum, and also did damage to the gate and door of the house, was fined \$10.00. He paid two visits to the house, one on Thursday and again yesterday, when he so frightened the woman that the services of the doctor were required. He was also placed under bonds.

Two lady linguists from Sebastian Street were both placed under bonds. Mr. McCarthy thought this the only way to bridle their tongues. If either party again appears in Court she will have to pay a fine or serve a term in the penitentiary.

Government Ships

Argyle left Argentina 3 a.m. today on Red Island route, with 11 passengers and 3 cars freight.

Clyde left Campbellton 7.25 a.m. yesterday, outward.

Glencoe at Port au Choix.

Kyle left Port-aux-Basques 9.35 p.m. yesterday, 63 passengers, 36 first, 18 second, 9 local and a few packages of freight.

Meigle left St. John's this morning at 10.40 a.m.

Portia left Passthrough 11 a.m. Thursday, going west.

Prospero left Nipper's Harbor 5 p.m. yesterday, going North.

Sebastopol left St. John's 11 a.m. yesterday, with 2 cars freight. Arrived at Aquaforte.

An Appeal For Fire Sufferers At New Melbourne

Editor Evening Advocate, City.

Dear Sir,—The appeal for contributions of either money, bedding or clothing for the fire sufferers of New Melbourne, strange to say, has met with a very poor response, especially when compared with a similar appeal on behalf of the fire sufferers at Caplin Cove, whose losses are identically the same, both as to the origin of the fire and the trying and disastrous results.

Fearing the reading public in some way missed seeing the appeal, we may state again that five houses and eight barns, with all the crops were destroyed. Joshua Goodwin, aged 66, himself and wife at home, lost his dwelling house, two out houses, three thousand of hay and part of his potato crop; no means; up to date caught four quintals of fish.

Eli Goodwin, aged 71, himself and wife home, lost dwelling house, two out houses, 35 hundred of hay, garden utensils and the best part of his potato crop.

Mrs. William Goodwin, whose husband is at the Humber, has a family of eight children, the oldest is a girl, 16 years, lost her dwelling house, part of her furniture and potato crop. Her husband went to Sydney this spring, got no work, returned to the Humber about a month ago.

Wesley Goodwin, now in Boston, lost his dwelling house, store and some furniture. The house was vacant at the time.

Luther J. Mansfield, aged 40; wife and eight children, and aged mother living with him; lost dwelling house, barn containing three thousand of hay; garden tools, harness horse, slide, also a crop of three barrels of seed potatoes practically destroyed. He has no means.

Sergeant Fardy gives the above report.

Any contributions in cash or goods will be thankfully received by W. W. Halfyard and acknowledged in the Press.

Yours truly,

W. W. HALFYARD.

CONTRIBUTIONS TO DATE

W. W. Halfyard \$10.00
J. R. Randall 10.00
E. J. Godden 10.00
Rev. W. Swann 5.00

Harvesters' Excursion Leaves N. S. Thursday

The Annual Harvesters' Excursion train of the Canadian National Railways, which takes laborers and others to Western Canada, leaves North Sydney for the West at nine o'clock on Thursday, the 14th inst. Persons intending to join this train should leave Newfoundland not later than Tuesday's express. Any further information will be gladly furnished by Mr. Webster, the Company's Newfoundland representative, whose offices are on the ground floor of the Board of Trade Building.

Baby Show

The Baby Show at Bannerman Park which had to be postponed yesterday afternoon, takes place Monday afternoon at 3 o'clock.

The Jackstones Tournament will be played off Tuesday morning at Bannerman Park at 10.30 o'clock.

Meigle Sails For Labrador

The S.S. Meigle sailed for the Labrador at 10.40 a.m. today, taking the following passengers: Major Moncrieff (who is making the round trip), Rich. White, Miss O'Connor, Mr. Udle, Mr. Haviland, Mr. Cabot, H. W. Davis, B. M. Shipman, Mr. R. Oakley and Miss Cummings.

MR. HALFYARD SLATES GOVERNMENT

(Continued from Page 4.)

HON. THE MINISTER OF JUSTICE.—He was a Government nominee.

MR. HALFYARD.—Mr. Sullivan says he saved the country sixty thousand dollars. We will let that go for the present. Do you not think Mr. Chairman, that the railway management could learn something from experience. If it could not it is a lot more stupid than we think it is. Captain Randall told me more about coal and the price of coal than ever I knew before. That was because he was in a position to know. And Mr. Chairman do you think that Mr. Russell was fool enough to give the Besco what it wanted before he found out what he could get coal for from other companies. The price of coal is not the same this year as last. I think that the company can get coal cheaper this year than last. However Mr. Chairman, Mr. Sullivan has shown that he is very much interested in the coal business. He was very much interested last year. He is now a Railway Commissioner and that railway has to buy sixty thousand tons of coal and Mr. Sullivan, the honorable commissioner, will surely say to the Manager Mr. Russell I do not want to secure an order for coal. Oh no! Mr. Sullivan is not made that way. Go and buy your coal from somebody else. That is what certain people will do. Therefore Mr. Speaker we will have to wait till next year to find out what this wonderful Commission will do where they will buy their coal. We will then have an experience of the self-sacrificing patriotic Railway Commission. The Hon. Member for Placentia and St. Mary's was absent when I quoted from the Hansard what he said last year on the personal of the Railway Commission. I will read it again for his edification.

Mr. Halfyard reads extract from Mr. Sullivan's speech of last year. I want to show this House the consistency of some of the hon. members. It seems that nothing can be done or proposed from this side of the House without the taunt being thrown across that it was done for some sinister motive. Last year we were on the other side. There could not be a railway commission appointed from the Government ranks without it being of a political partisan nature. Last year Mr. Chairman, Mr. Sullivan was so aroused as to rise in his place, in this House and say "that nothing so discriminating, nothing so partisan, nothing of such a nature as a commission from one side of the House should be tolerated, and he for one wouldn't stand for it."

I trust when this debate on the matter of coal is over that Mr. Sullivan will be kind enough to give the same treatment to my constituents as I did to his, and I will be satisfied. Well, Mr. Chairman, I think that during the course of my remarks some of the Hon. members signified their intentions of giving some interesting explanations. I shall be very glad if anything in my remarks will cause them to say anything illuminating on this matter of coal. I will not weary the House further, and I trust that the Railway Commission will have acted in such a way that the showing of the railway next year will be as good as it was or as good as it will be at the end of June this year. In fact I am surprised that the loss was so small. I could not have thought that the Railway would have practically self supporting. That is good encouragement for the Government, because this country could not continue this railway as a business concern if they had to pay a million or more dollars for its deficit every year. The country could not very well do without the railway and very fortunate for us that industry was started

at the Humber and has changed the whole situation. If this industry had not started and thereby increased the earning power of our railway I really do not know what we should have done. It has given practically three quarters of a million dollars to the railway besides the millions of dollars the country has benefited otherwise. In spite of the hardships that some laborers endure, the Humber industry is a God send and the greatest blessing ever the country received. After all every new industry has its drawbacks and difficulties with regard to labor conditions. These conditions will improve with time. With regard to the labour troubles I trust that these will be adjusted and that Capital and Labor will work harmoniously together.

Latest

OTTAWA, Aug. 9.—Just about every forty-second child born in Canada last January is a twin. Vital statistics assembled from every province except Quebec show that 147 pair of twins and one trio triplets were added to Canada's citizenry in January 1924. In total birth registration of 12,224. One set of triplets occurred in Manitoba. Vital statistics for Quebec are not available, but average probably holds.

LONDON, Aug. 9.—Despatches from India state that tension between Hindus and Moslems, which caused serious rioting in Delhi a fortnight ago, has partially subsided, though the situation is being carefully watched by the authorities, who are taking extra precautions to prevent renewal of rioting on occasion of forthcoming Muharram festival. Meantime controversy has arisen in India as to whether the military were responsible for firing on rioters and killing some in Delhi affair. Two of venacular papers Tej and Argun at Delhi controvert the official statement that no rioters were killed by military fire.

REYKJAVIK, Iceland.—World flight of United States army aviators, who already have completed 21,000 miles in their efforts to put globe about earth, seemed in danger of being abandoned yesterday owing to ice conditions off Greenland which are declared to be worst in twenty years. Lieut. Lowell H. Smith, who is in command of flight, and Major Crumming of United States Army Air Service were called into consultation by Rear Admiral Thomas P. Mcgruder, on board cruiser Richmond. Conference was called to consider question of calling off flight for this season. Both Lieut. Smith and Major Crumming argued that there still were hopes for completing projected hops from Iceland to Greenland and thence to Labrador.

To Holyrood To-morrow

The Rev. W. P. Finn, Holyrood's popular pastor, is holding his annual garden party tomorrow. A fine day will see a big exodus of citizens to the pretty town at the head of the bay. The energetic ladies of Holyrood Parish have made elaborate preparation to entertain a large number of visitors. A special train leaves the railway station at 2.31 p.m. and leaves Holyrood at 3 in the evening. The musical end of the affair is in the capable hands of the Mount Cashel Band.

Canadian Supper served at this port 9.35 this morning from Montreal and Charlottetown.

Express Passengers

The following passengers are on the incoming express, due at 3.30 p.m. today: W. J. Penney, Miss M. Costello, "R. and Mrs. Tucker, Miss K. Curtis, Jos. Rose, R. P. Bell, F. Han, non, Miss E. Downey, J. Cohen, J. Starnes, Miss H. Stalker, Miss E. Pye, Miss P. Shugbo, Miss M. Bellows, S. Levitz, A. S. Mitchell and two daughters, J. W. and Mrs. Dean, R. Fudge, A. G. Ashbourne, Thos. Oullan, Miss Ford, Miss Bragg, L. P. Pine, A. H. and Mrs. Walton, Mrs. Hannon, Miss S. V. Way, J. Bennett, P. J. Healey, Mrs. W. Butler and two children, Mrs. L. Hodder and daughter, Mrs. W. Hodder and daughter, W. and Mrs. Lear and son, Mrs. C. Little, J. Rafferty, D. W. MacDonald, Miss L. Halfyard, F. Read, Miss Thorne, A. Perry, B. Perry, A. Rose, Mrs. J. LeShane, Mrs. J. Ramsay, Mrs. F. Bragg, Miss M. March, G. Penney, H. O'Quinn, J. Bennett, P. Barlow, Miss M. Snow, Mrs. C. Buffett and daughter, H. McKenzie, D. McNeil, R. A. Elrige, W. Tucker, Mrs. J. Vouter, Miss L. Ayre, J. W. Smith, J. and Mrs. Loveman, F. Sheaves, Miss Hellyer, J. Noseworthy, S. Noseworthy, W. Spracklin.

The S.S. Glencoe was at Port au Choix this morning coming south on the way to Humbermouth.

The Eastern Trust Company

"We go on forever"
Administrators,
Executors, Trustees, etc.
Capital paid up . . . \$1,000,000.00
Reserve 350,000.00
Estates held in Trust
December 31st 1923. 32,293,913.00
Choose this Company as your Executor or Trustee and be assured of efficient management and continuity of service. We never die, do not become incapacitated and are never absent. All business is absolutely confidential.

Head Office: Halifax, Nova Scotia.
Nfld. Branch: Pitt's Building, St. John's.

W. A. TUCKER, Manager.
mar29, evy sat

HOLYROOD GARDEN PARTY AT MAHER'S FIELD AUGUST 10th.

Ideal spot for an outing, balmy air, choice menu, entertaining pastime.

Music by Mount Cashel Band.
aug7, 51

NOTICE—Any party wanting a Good Fishing or Shooting Trip on the Lower or Upper Gander River please communicate with L. A. FRANCIS, Gander Bay. jly14ed,tf

WANTED—Whiskey, Syrup and Beer Bottles. Phone 627 and horse will call. P. J. PENNEY, 13 William's Lane. jyl1,mo

A REQUEST TO MOTORISTS

FOR KIND CONSIDERATION.

It has been brought to the attention of the Newfoundland Motor Association that there are several thousand people in the city who do not own motor cars and who walk to Bowring Park on Sunday and holiday afternoons.

It is a well-known fact that these citizens are deluged with dust in the fine weather and often splattered with mud in wet weather, as however careful a driver may be, it is usually impossible not to raise dust and sometimes it is impossible to prevent splashing when driving through the mud.

The Association has therefore decided to issue a personal request to Motorists generally not to use the Southside Road on Sunday, Holiday and Half Holiday afternoons, thereby affording the many people in the city who do not own cars an opportunity to walk to the Park in some degree of comfort on Sundays and holidays. (This request, of course, does not apply to motorists living on the Southside nor motorists wishing to call at houses on the Southside on these afternoons). This is an appeal to Motorists, not an order nor a demand. A little consideration is all that is asked and the Association believes that Motorists, generally, are considerate.

Issued by the Executive and Road Committee.

THE NEWFOUNDLAND MOTOR ASSOCIATION,
P. E. OUTERBRIDGE, Sec'y-Treas.

aug9, w.s. till sep30

Newfoundland Government Railway.

HOLYROOD GARDEN PARTY, TO-MORROW, SUNDAY.

Excursion train will leave St. John's Depot, 2.30 p.m. tomorrow, Sunday, stopping at all stations between St. John's and Holyrood. Returning train, will leave Holyrood 8 p.m. Excursion Return Tickets At One Way First Class Fare.

NORTHERN STEAMSHIP SERVICE—S. S. "PROSPERO"

S. S. Prospero will sail from St. John's 10 a.m. Wednesday, Aug. 13th. Freight for ports of call on the above route, as advertised in Directory, and extra ports, namely:—Hooping Hr., Williamsport, Canada Hr., St. Julian's, Ship Cove, accepted at Dock Shed Monday, 9 a.m. to 5 p.m. up to noon on Tuesday.

HUMBERMOUTH-BATTLE HR. SERVICE.

Passengers leaving St. John's on Express 1 p.m. Tuesday, August 12th., will connect with steamer at Humbermouth, for usual ports of call on Humbermouth-Battle Hr. Service.

SOUTH COAST STEAMSHIP SERVICE.

Freight for ports of call on the above route, as previously advertised, will be accepted at Freight Shed up to 5 p.m. today, Saturday.

N.B.—Steamer calling at Burin, St. Lawrence and Marystown, but not taking freight for these points.